

MKDP Pre-Application Site B, Tongwell



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Outline and purpose of the Document

The purpose of this document is to establish the broad planning and design parameters for development of this site in line with the existing land use allocation and as per existing policy. The intention is that this document will provide a degree of clarity for a developer when preparing a planning application.

At the outset views were sought from the Parish Council and Local Ward Members and where appropriate their comments were addressed in the outline pre-application document.

This process ensures MKDP meet their obligation to obtain comment from Council Development Management Officers before marketing the site. This pre-application report concludes the process and sanctions MKDP to proceed to market.

SECTION 1

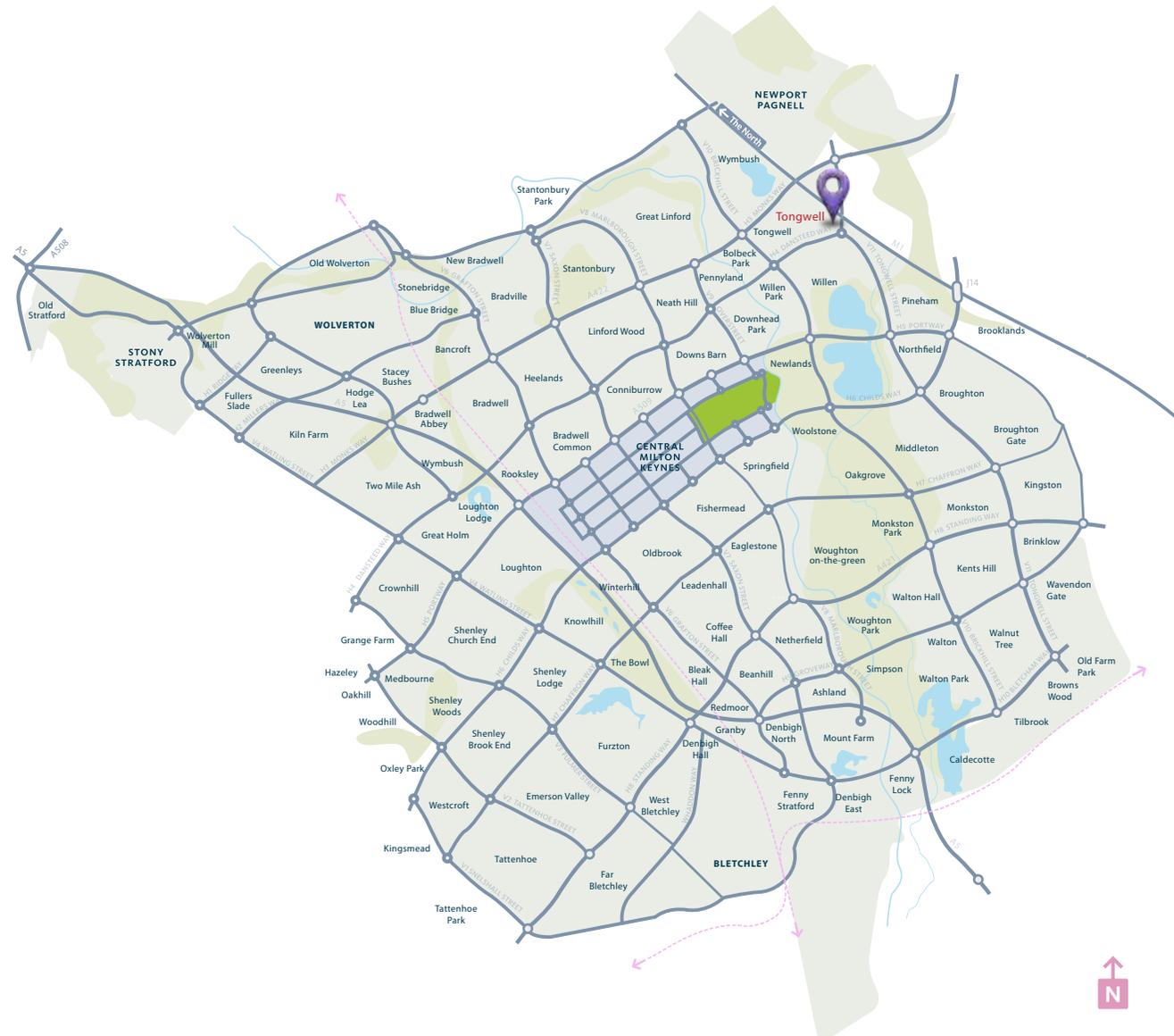
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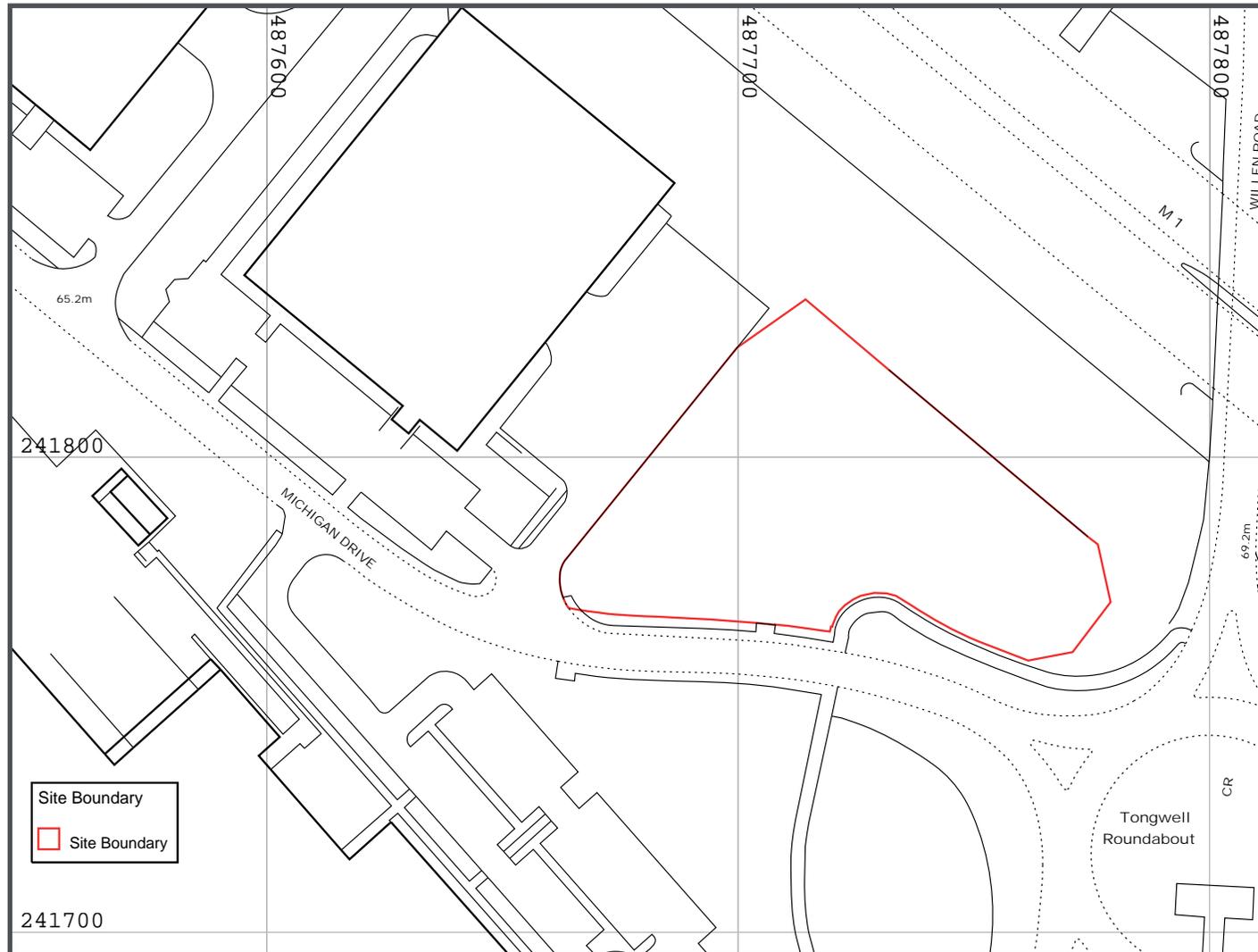
1.0 Site Location and Context

The site, which is 0.48 ha in size, is located in Tongwell approximately 4 km north-east of Central Milton Keynes. Tongwell is an established employment area of B1, B2 and B8 uses.

The site is higher than road level, but is generally flat. The site is covered by rough grassland, and contains trees and planting along its northern and western boundaries.



1.1 Site Boundary



1.2 Site Photos



View of site looking west



View of site looking east



Site is rough grassland with trees and planting



Tongwell Roundabout



Redway runs along the front of the site



Michigan Drive provides access to the site

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THE SITE AND DEVELOPMENT OPTIONS

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2.0 Access

The site is accessed off Michigan Drive which in turn connects to the Milton Keynes Grid Road network via Dansteed Way (H4). The site has good links to the M1. The site links into the local network of cycle paths (redways), with a redway running along part of the site's frontage. There are existing bus stops on Dansteed Way.

2.1 Proposed Uses

The site is allocated in the Local Plan for employment, B2 (light industrial) and B8 (storage and distribution). This is the most appropriate land use and is consistent with the context.

However, as this is such a prominent and visible corner site, alternative uses could be considered such as A1, A5 and B1 uses.

2.2 Key Principles

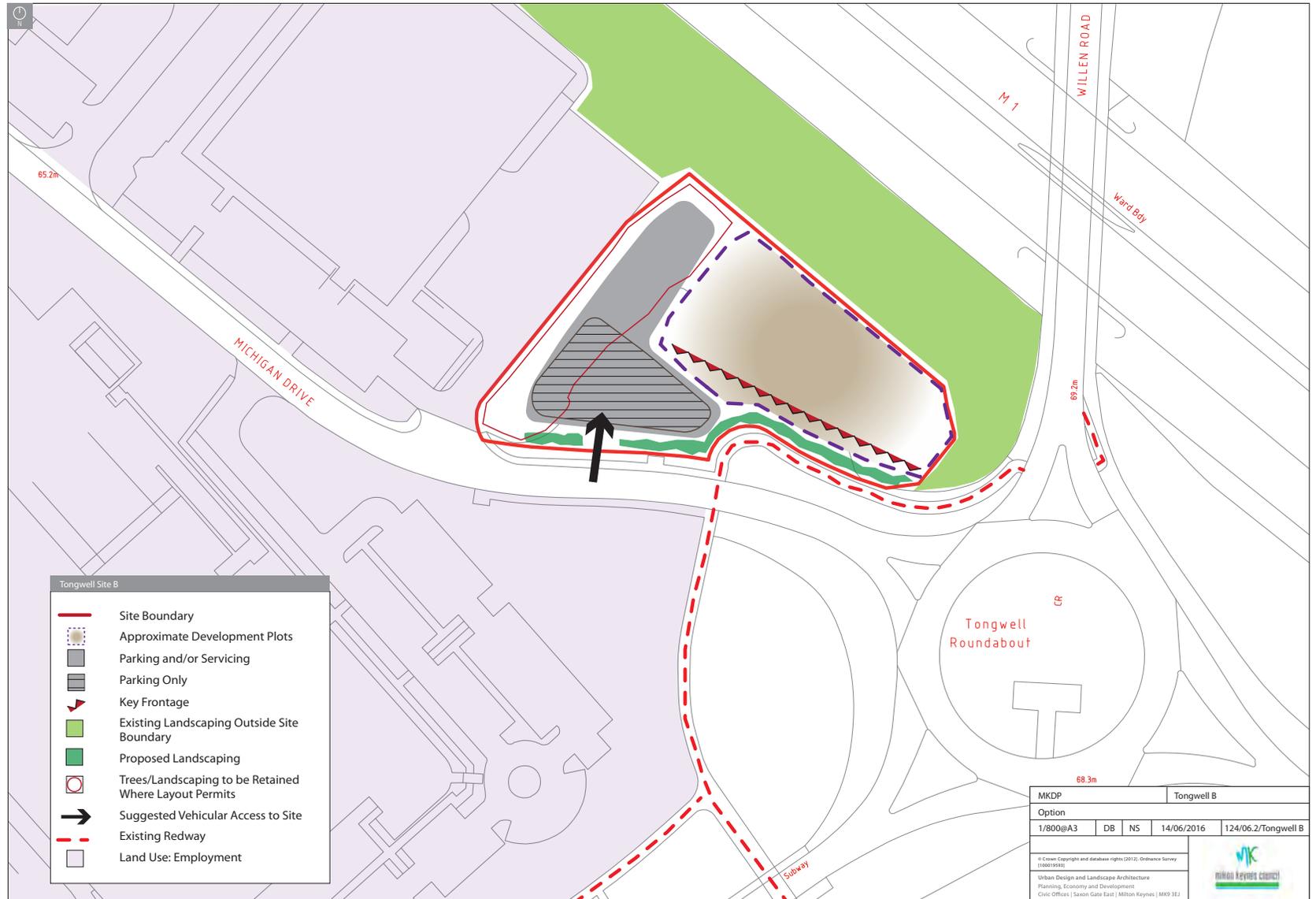
- The proposed development will only be visible from Michigan Drive, and Tongwell Roundabout. The building elevation should be well articulated along this frontage.
- Windows should be provided on the Michigan Drive elevation to overlook the street and redway.
- Building heights likely to be 2-3 storeys.
- Building entrances to be suitably articulated.
- Trees along western boundary should be retained where possible if layout permits.
- Soft landscaped boundary treatment should be provided along site frontage.
- Arboricultural and ecological reports will be required for the site. Any development proposals will need to take account of the findings of these reports.
- HGV parking and servicing should be kept separate from cars. This can be in the form of a single access as long as cars turn off to their own car park and the HGVs follow the access to the rear.

- Development should comply with the relevant parking standards

2.3 Parameters Plan Options

The Parameters Plan has been drawn up to illustrate the key principles that are considered important to the development of the site.

The Parameters Plan highlights access point, approximate development plot, parking and servicing location, key frontage and landscaping.



2.4 **Next Steps**

MKDP will draft a Marketing Brief for the site in line with the advice in the pre-application report.

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Comments from Parish Council

Appendix 1

Pre-application Report from Development Management

RE: B2/B8 Employment Development, A1 (retail), A5 (hot food takeaways) or B1 (business) AT: Tongwell Site B, Michigan Drive, Tongwell

I am writing in reference to your pre-application enquiry for the principle of the above proposed uses for Tongwell Site B.

Please note that the advice provided in this letter is based upon the information within your proposed scheme and attachments namely MKDP Pre Application Site B, Tongwell brochure dated June 2016. In view of the limited information and details that have been submitted for this enquiry, the response below is only given on the principle of the above uses proposed.

Consultations have been carried out with the Senior Policy Officer, Archaeological Officer, Landscape Officer, Ecology Officer and Environmental Protection Officer. These Officers comments have been incorporated into this response.

Planning decisions are made in accordance with local and national policy, the most relevant policies in this case area:-

Relevant policies

National Planning Policy

National Planning Policy Framework 2012

Paragraph 5- the need to create sustainable, inclusive and mixed communities.
Paragraph 17 – Core Planning Principles
Paragraph 118 – Biodiversity
Paragraph 128 - Archaeology
Section 7 - Design

Local Planning Policy

Core Strategy 2013

CSA – Presumption in favour of sustainable development
CS1 – Milton Keynes development strategy
CS3 – Employment land supply
CS21 Delivering Infrastructure

Milton Keynes Local Plan 2001 – 2011(Saved Policies)

D1 – Impact of development proposals on locality
D2A – Urban design aspects of new development
E1 – Protection of existing employment land
E7 – Retailing on employment land
HE1 – Protection of Archaeological Sites
TE15 Parking provision
NE2 – Protected Species

Supplementary Planning Documents

Parking Standards (2016)

Key Issues

The key issues in this case are considered to be:

- Principle of development
- Principle of proposed uses
- Impact on archaeology
- Impact on natural features and ecology
- Impact on parking provision and access
- Planning Obligations

Principle of development on the site

Paragraph 14 of the National Planning Policy Framework states that:

“... at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development. Where the development plan is absent, silent or relevant policies are out-of-date the Council must consider favourably applications for housing development and should grant permission unless:

- *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
- *specific policies in this Framework indicate development should be restricted.”*

The site has already been identified as an employment site on the saved Milton Keynes Local Plan 2001 – 2011 Proposals Map and so the principle of development of the site is acceptable.

However, in accordance with paragraph 14 above, any development also needs to be considered against any adverse impacts that it may cause.

Principle of the proposed uses

Use Classes B1, B2 and B8

The site has been identified as employment land as indicated on the saved Proposals Map in the Milton Keynes Local Plan 2001 – 2011. Employment Land in the Local Plan is described as those uses falling within use classes B1 (office, research and development of products or processes or for any industrial process which can be carried out in any residential area without causing detriment to the amenity of that area), B2 (general industrial other than those in use class B1) and B8 (storage or distribution).

Therefore, under the saved policies of the Milton Keynes Local Plan 2001 – 2011, B2, B8 or B1 uses will be acceptable on this site subject to ensuring that there will be no adverse impacts under other policies in the Local Plan or the National Planning Policy Framework.

Use Class A1 (retail)

Saved policy E7 of the Milton Keynes Local Plan 2001 - 2011 seeks to resist planning permission for retail development on employment land unless the retail use is either:

- (i) ancillary to on-site production or storage; or
 - (ii) satisfies Policy R3 concerning car – related uses.
- Saved Policy R3 of the Milton Keynes Local Plan 2001 - 2011 seeks to restrict car showrooms, servicing and other car related retail uses to the following locations:
1. Central Milton Keynes (except car servicing)
 2. The District Centres of Kingstone and Westcroft
 3. Employment Areas

Therefore in accordance with saved Policy E7 of the Milton Keynes Local Plan 2001 - 2011, the only retail use that is likely to be acceptable on this site would be for a car showroom, servicing or other car related retail uses.

Use Class A5 (hot food takeaway)

Saved Policy E1 of the Milton Keynes Local Plan 2001 – 2011 seeks to resist the change of use or redevelopment of any land identified for employment uses on the Proposal Map in the City of Milton Keynes and the three Key Settlements to other purposes. The only exception to this would be if there would be no conflict with existing or potential neighbouring uses and:

- (i) The proposal would result in a significant reduction in the detrimental environmental impact of an existing use; or
- (ii) The proposed use is one that cannot be satisfactorily accommodated other than in an employment area; or
- (iii) The proposed use will not significantly reduce the provision of local employment opportunities.

To change the use of the site or part of the site to a use falling within class A5 would be contrary to saved Policy E1 of the Milton Keynes Local Plan 2001 - 2011. It would be left to any applicant wanting to change the use of this employment site under saved Policy E1 of the Milton Keynes Local Plan 2001 - 2011 to put forward a robust and sound evidence based assessment to determine that the site was no longer suitable or needed for employment use.

Impact on archaeology

Paragraph 128 of the National Planning Policy Framework and saved policy HE1 of the Milton Keynes Local Plan 2001 - 2011 seeks to ensure that where developments proposed affecting an unscheduled site of known archaeological interest then archaeological investigations will need to be carried out to establish a mitigation and/or excavation strategy.

The Archaeological Officer has confirmed that Tongwell Site B is not a site that has any archaeological potential and so no further archaeological investigation is considered to be necessary.

Impact on natural features and ecology

Saved Policy NE2 of the Milton Keynes Local Plan 2001 - 2011 seeks to safeguard the impact of new development on protected species and saved Policy D1 (v) of the Milton Keynes Local Plan 2001 - 2011 seeks to safeguard natural features and wildlife habitats of sites proposed for development.

The proposed development will replace areas of semi improved grassland, shrubs and potentially several trees with buildings and car parking. The site has suitable habitat for reptiles and amphibians, nesting birds and bats.

Therefore the applicant will need to commission an ecologist to produce a Preliminary Ecological Appraisal (PEA) for submission to the Planning Authority, information on PEA's can be found at this link [Technical Guidance PEA](#) . The PEA will need

to include proposals for providing a net gain in site biodiversity.

Impact on parking provision and access

Saved policy T15 of the Milton Keynes Local Plan 2001 - 2011 requires new development to meet the parking standards and saved policy D1 (vi) of the Milton Keynes Local Plan 2001 - 2011 requires development to have adequate access and vehicle manoeuvring space within the site.

The car and lorry parking standards are set out in the Milton Keynes Parking Standards Supplementary Planning Document 2016. Within this document, Tongwell has been identified as falling within Accessibility Zone 3 as an Urban Area. Depending on the uses being sought, the parking standards and vehicle manoeuvrability for Zone 3, including cycle parking, will therefore need to be satisfied in accordance with Saved Policy T15 of the Milton Keynes Local Plan 2001 – 2011 as follows:-

A5 use (hot food takeaway)
1 car space per 2.5 sqm of public area

A1 use (retail)
1 car space per 14 sq m (food)
1 car space per 20 sq m (non food)
1 cycle space per 100 sq m for visitor parking
1 cycle space per 200 sq m or 1 cycle space per 10 FTE staff

B1 (business/research and development and light industry)
1 car space per 30 sq m

For units over 300 sq m provision should be made for 1 HGV space per 500 m² or a minimum of one. Minimum 2 cycle spaces for visitors and at 1 per 500 m sq thereafter
1 cycle space per 120 sq m or 1 cycle space per 10 FTE staff

B2 (general industrial)
1 car space per 60 + office element as per B1 + 1.0 HGV per 300 sq m or min of 1
Min 2 cycle spaces for visitors and at 1 per 500 sq m thereafter.

B8 (storage and distribution)
1 car space per 100 sq m + office element as per B1 + 1.0 HGV per 300 sq m or min of 1
Min 2 cycle spaces for visitors and at 1 cycle space per 500 sq m thereafter
1 cycle space per 700 sq m or 1 cycle space per 10 FTE staff.

Planning Obligations

Under policy CS21 of the Core Strategy planning obligations will be sought where major developments are proposed. The Council will seek to ensure that new development that generates demand for infrastructure will only be permitted if the necessary infrastructure required to support and mitigate the impact of the development is either:

1. Already in place, or
2. There is a reliable mechanism in place to ensure that it will be delivered in the right place at the right time, to the required minimum standards demanded by the Council and its partners.

Where necessary the Council will permit developers to provide the necessary infrastructure themselves as part of their development proposals, rather than making financial contributions. The Planning Obligations Officer Jonathan Robinson should be contacted on 01908 254861.

Conclusion

The site has been allocated in the saved Milton Keynes Local Plan 2001 - 2011 for employment uses which would not normally include use classes A1 (retail) and A5 (hot food takeaway). As such only uses falling within classes B1 (office/business), B2 (general industrial) and B8 (storage and distribution uses would be acceptable on this site subject to no adverse effects and other material planning conditions being satisfied.

It is recommended that a further pre application advice request is sought before submitting a planning application on this site when other matters such as design details and access can be addressed more specifically with the prospective developer.

Please note that the advice and observations provided in this letter constitute the informal opinions of a Senior Planning Officer, and do not prejudice the future decisions of the Council.

Yours sincerely,

Debbie Kirk

DM Core Business Unit Manager

Appendix 2

Comments from Great Linford Parish Council

Dear Sirs, please accept this as the comments from Great Linford Parish Council.

This will be a difficult site to develop due to the shape configuration of the boundaries. However, as a 'gateway' into Tongwell any building should be well designed relative to the entrance and designed to make a suitable contribution to the area.

The type of development designated for Tongwell in the Adopted Local EMPLOYMENT LAND ALLOCATIONS Table E1 are;

- B2 General industrial - Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).
- B8 Storage or distribution - This class includes open air storage.

These designations may have to be reconsidered due to the site constraints.

Perhaps use Class B1

- a) Offices other than a use within Class A2
- b) Research and development of products or processes
- c) Light industry for any industrial process (which can be carried out in any residential area without causing detriment to the amenity of the area)

Tongwell falls in the GLPC Neighbourhood Plan Area South and any development would need to meet the requirements of:

Policy GLPC S13 - Proposals for larger scale employment and enterprise.

New developments of 1000 or more square metres of new floor space must ensure that they:

- a) Are integrated with and complement existing clusters of activity in terms of their design, mass and scale
- b) Do not involve the loss of dwellings
- c) Protect residential amenity
- d) Do not adversely impact upon road safety
- e) Do not result in the loss of amenity for existing residents
- f) Include appropriate provisions for service facilities and the storage of waste which does not detract from the street scene and do not impede the movement of vehicles or pedestrians
- g) Achieve high standards of sustainable and low carbon design
- h) Have adequate on-site parking and have a connection to the redway network
- i) Do not have either a direct or indirect adverse impact upon areas of local biodiversity importance or that appropriate mitigation or compensation measures are provided
- j) Provide for suitable and adequate drainage including sustainable urban drainage (SUDS) and its future maintenance, and
- k) Will be appropriately landscaped and have an adequate scheme for future maintenance

We would add that any loading bays or access for delivery vehicles into the building MUST NOT face or at least have limited visibility and be screened from Tongwell roundabout and Michigan Drive.

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